



**Draft EIR Comments - Las Pilitas Resources , LLC**

**Steve Williams** to: mwilson, brobeson, elcarroll, jgiffin, darnold,  
slocog, sdevencenzi, rmurphy

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Cc: Steve Williams

I am submitting the following comments / questions on the Draft EIR to:  
The County of San Luis Obispo Planning Department.  
Debbie Arnold - District 5 Supervisor

I am including representatives from CalTrans, as the majority of these concerns involve Highway 58.

The Transportation Section of the DEIR contains a lot of metrics around traffic counts and delays but does not address holistically the following concerns:

1. How can Highway 58 possible handle the addition of an average of 273 truck trips and ensure the safety of pedestrians, cyclists and other motorists?
2. With no paved shoulders, how and where are these large trucks going to pull over to let emergency vehicles to pass?
3. At the junction where 58 turns and goes over the railway crossing. There is very little room between the railway tracks and the stop sign at the intersection. How can this crossing be safe with the addition of 273 truck trips? Is it even safe right now?
4. How will the safety of the teachers, students and families be maintained with the addition of 273 truck trips through an already clogged narrow intersection?
5. The proposed entrance into the Quarry has limited visibility when you are approaching it from either direction. How will travelers of Highway 58, ensure their safety as 273 trucks turn in and out of the quarry? What type of delays can be expected at the entrance of the quarry as travelers wait while trucks block the roadway waiting to enter into the Quarry? There is currently no shoulder or turning lane. Is there going to be a turning lane? Is there going to be a shoulder created along this stretch of 58?
6. Could the creation of a turning lane as well as a paved shoulder be considered as a mitigation?
7. With the winding nature of highway 58 there are many blind spots. How can the safety of travelers be maintained?
8. Why does the transportation section not even mention the many cyclists and their safety in the DIER? This is a serious oversight.
9. How can we be assured that CalTrans and the County Planning department will work together to address issues that overlap in terms of responsibility? The current Matrix view of the project with no input from CalTrans seems to omit a number of important safety considerations. It also leaves many safety issues unaddressed. Why does the Draft EIR not contain comments, recommendations and even proposed mitigations from CalTrans?

I look forward to hearing back from both the County Planning Department and CalTrans with answers that address the above issues.

Thanks

Steve Williams  
Santa Margarita CA